









told by the Captain not to be afraid the engineer went down himself to see about repairing the engine. But he knew what was wrong about them, but heard that the coal was too wet to burn. Some of the passengers who were not sea-sick came on deck, but no one was particularly afraid. The next morning at day-break the ship's boats were got ready, and this scared the passengers. There were 7 boats in all. About 7 a.m. the passengers were ordered into the boat; there were not enough boats for them all, and some preferred to wait for fishing boats to come and pick them up. There were more than 100 fishing boats, the nearest about a mile off to the south, and they all made for the steamer but the wind was against them. The steamer was firing guns and had flags up as signals of distress. The seven ship's boats were all crowded with passengers. The passengers got into the boats whilst they were on the davits, and the captain had the davits ropes cut as the steamer was sinking. She was very low in the water, and sank slowly. Six of the boats were alongside the steamer when she sank, and were capsized. The seventh had fewer passengers and saw the captain on deck just before the steamer sank. About 8 a.m. a steamer was sighted a long way off; it did not see it approach the wreck; first saw it when he was in the water after the boat he was in had been capsized. He and two others held on to the boat till picked up by the fishing boat which brought him to Swatow.

(Sd.) KO KIONG.  
Declared on oath before me this fourteenth day of January, 1892.

(Sd.) P. F. HANSEER,  
Pro. Consul.

Ku-chang (Sd.) having been sworn, states—I am a native of Tungan Hsien in Fokien province. I was a passenger in the *Namchow* from Singapore for Hongkong and Amoy. We left Hongkong on the 6th January at about 6 p.m. On the night of the 7th the steamer became useless, the machinery having become damaged, and the steamer rolled, and I was told that repairs were being done, but I did not hear the noise of the work. During the night I dozed, but I don't know about the other passengers. At about 4 o'clock the next morning, I and others heard a noise like the sound of a cannon, but I don't know where. People said the ship was broken and began to cry, and all of us went to deck. We saw five lights at sea what was going on. At half past five o'clock the ship took a list over to starboard. At about 6 o'clock the chief engineer told us not to be frightened as a fishing boat could rescue us. This was after we entered the gulf, and a fishing boat did rescue us from the gulf. We did not see the other ship, but one got injured, and after we had gone a short distance the *Namchow* suddenly disappeared. I did not see the captain or the other foreigners when our ship left. I did not see a foreign woman. I don't know about the behavior of the crew. After the explosion sound a passenger said he had gone to the deck and saw the *Namchow's* mast. I had not myself gone on deck then, but I saw them when I did a little later. Rockets were fired till daylight. I saw them. I was saved in the gulf with the supercargo. It was daylight, and the sun had all day risen when we left the *Namchow*. I don't know how many passengers there were. When I got into the gulf I saw a steamer a long way off, but it did not come to our assistance. We could not see it when we were rescued by the fishing boat. I am sure it did not go to the rescue of the *Namchow*.

(Sd.) KU CHANG.  
Declared on oath before me this 14th day of January, 1892.

(Sd.) A. FRATER,  
H. B. M.'s Off. Consul at Swatow.

The President then read out the greater portion of Captain Barr's report and remarked that he thought it unnecessary to read it in *extenso*. Turning to Lieut. Mogridge he said—"You have read it all, have you not?" to which query the latter replied in the affirmative. "Then," continued the President, "I think there is nothing more to be done at present. If we can get the witnesses to-morrow we shall have to close the inquiry without them."

The Court then adjourned till 10.30 to-morrow morning. When the members of the Court had retired the reporters applied, in the usual way, for the papers that had been read with a view to copying them for the benefit of the public, and the relatives and friends of the deceased in particular. But the Harbour Office officials stoutly refused to comply with the request and have thereby prevented the public from being placed in possession of all the information which could be added at a court of inquiry held for the express purpose of delving into the bottom of a disastrous affair which is enveloped in considerable mystery. Why the merchant captains present allowed themselves to be treated as of less importance than their naval colleagues, who, by the way, kept them waiting fully an hour for his arrival in Court, is more than we can comprehend. And we would urge them to demand that Captain Barr's report be produced at to-morrow's proceedings, be read in full and handed to the press for publication. It is probable that Mr. Hastings acted under instructions from head-quarters and that the order to conceal certain information or facts or comments emanated from the Admiralty, who, it will be remembered, has previously distinguished himself in this manner. However that may be we submit that neither Vice-Admiral Richards nor any other official has the slightest right to keep that report secret. Whatever it contains should be made public at once, and the Naval Commander-in-Chief be given to understand that any official interference in public courts of inquiry in this colony will not be tolerated, but on the contrary will be vigorously protested against. If the gallant Admiral will kindly mind his own business, and do it thoroughly, the public of Hongkong will be quite satisfied with his conduct, which they are not at present, by any means.

#### THE HONGKONG MARINE OFFICERS' ASSOCIATION.

WHAT IS THOUGHT OF IT IN SHANGHAI.

Vice-Admiral Richards Freely Criticized.  
The following ably written and sensible article, which appears in the Shanghai *Mercury* of January 22nd, will prove especially interesting to our numerous readers at home, and ought to be commended to every British subject in this colony and at the Coast Ports engaged in shipping business.

There is a Mercantile Marine Officers' Association in Shanghai, but we are very seldom reminded of its existence more than once a year, when it gives a ball which is amongst the best of the season. In short, the Association, which, we believe, was founded by a much more serious object, has gradually become a mere social club for ship captains and marine officers who return to the shore.

#### Intimations.



ARE NOW SHEWING—  
IRON BEDSTEADS,  
BRASS BEDSTEADS,  
BEDDING, MATTRESSES, &c.  
DOWN QUILTS, BLANKETS, RUGS,  
BEDROOM FURNITURE,  
TOILET SETS, &c.

Hongkong, 16th January, 1892.

based upon the urgency and character of such emergencies. So much for getting up steam to start to the scene of disaster, so much for shutting off ditto to stand by and lend a hand to those in danger! If this theory is carried out logically there will be a graduated scale of charges fixed by the Admiralty for every contingency that may arise to the British communities in China, and even if a whole foreign colony or settlement is threatened with destruction by fanatical mobs, a guarantee will have to be given first that the cost of the required quantity of powder will be defrayed by those in whose interest it is expended. It is no wonder that the Hongkong Marine Officers' Association has taken the matter up, and we should like to see the Shanghai Association displaying a similar interest in matters which so closely concern the welfare of the body itself as well as of foreign mercantile interests in China generally.

#### THE GREAT LAND SWINDLE IN AUSTRALIA.

Australia is pre-eminently the home of land-speculation and land-swindles. There is probably more land in the market in Australia, in proportion to the population, than there is in any other country on earth. The principal crop of this fertile continent is a harvest of arid boards bearing the inscription: "These allotments for sale." And a hundred thousand fields, which ought to be rich with fruit or grain, grow nothing but a glowing, glowing promise, announcing that a desirable property is to be offered by public auction. Nearly half the land-holders of Australia never dream of turning the soil to any profitable purpose; they have never learned to regard it as a means for the sustenance of humanity, but only as a substance to be carved out in small sub-divisions, and handed off to instalment subscribers. There are more estate agents in the square-mile-in Australia than in any other country known to geography; also, there are more building societies, land companies, auctioneers, and speculators in these provinces than in any other civilized region. There are six times as many allotments for sale as a population of three million souls can reasonably purchase, and any individual who seems to want a patch of ground is liable to be trodden to death by the frantic rush of agents, all desirous of making over to him all sorts and varieties of property. Several thousands of men scattered over every part of this continent have no visible means of existence except by losing in a diggery office in company with a doctored ledger, and waiting for a chance to elude the creditors of ground to any victim who chances to pass by. Some of them are willing to sell for a small deposit down, and the balance to be paid in the dim, indefinite future; some require no deposit at all, and profess not to want the balance till the Day of Judgment; some want nothing whatever, by their own showing, and will lend the buyer money to build with as well. Most of them simply put down in their books any property that chances to be for sale, and wait a commission out of the vendor if they happen to find a customer, and, as a consequence, twelve or fifteen members of the tribe often live or attempt to live, on the effort to sell one allotment which, as likely as not, proves unsaleable. Also, they all have money to lend in sums varying from £50 up to £50,000, at the shortest notice.

The average property-agent is a mystery. As a rule, he is a dusty, seedy, middle-aged individual, with a shifty eye, and a brown coat, and a dusty, hard hat, and a wooden expression like the side of a hut. Very few people ever saw an old property-agent, or young one, or anybody else, in the act of lending a loan, or a funeral. His office is generally up a stair, in a dark building opening out of a lane. It consists mostly of one room, with an ink-splashed deal table in it, and two lank chairs, and a murky window, and there are huge blot on the floor, as if he had wet ink in some moment of depression when trade was unusually bad. Very few people ever saw an agent sell any property in one of these dens, or found him collecting rent from anybody, or discovered him in the act of lending a loan, or anybody on mortgage; and not one man in a hundred, on going into the office, ever met another man coming out. The inhabitant of the premises is always found writing a letter of some kind to an alleged client, and presumably he posts the letter in the inside pocket of his old, brown coat, and leaves it there to all futurity. He comes early and keeps open late, with a dreary, yellow gas-jet flaring over his head; he never seems to think about anything in particular; he eats sadly at a second-hand table, and he is too sad to get drunk; a jovially-intoxicated property-agent is an unknown quantity. Presumably he lives somewhere, but this is not certain. He is only a solemn, brown anomaly in an office, and apparently he exists by sitting hard down on a chair, and his use to the world at large is not worth mentioning.

Now and then, however, some abnormally bright and energetic specimen of the brotherhood sells a suburban allotment on time-payment, generally to a member of the working classes, the orthodox, dismal faded agent never sells anything. He probably collects a small deposit, and executes a document by which his alleged principal owns up to the transaction, and agrees to transfer the property in due legal form, on receipt of the last instalment at some period, probably 10 years ahead. The buyer generally takes the existence of this principal for granted; he also takes the ownership of the land for granted; and assumes that the title is correct and thoroughly reliable. He further assumes that there is no mortgage on the property, or, if there is, that the owner of the

alleged owner, will pay the interest regularly and meet the principal in due time. Or, if he is sufficiently business-like to investigate these points, and finds that everything is in good order, he still has to assume that the landholder will not mortgage the property at some future time, or, if he does, that he will meet the liability honourably; that he will not sell the land to a dozen different individuals and mortgage it as well, and bolt with the profits of the nefarious transaction; that he will not go bankrupt; and that the dreary middleman with the dismal countenance, and the dismal office, and the hard hat, will honourably pay over the money to his principal. If there is one instead of embossing it and stamping it, lastly, he takes it as read that the seller will convey the land when the payments are completed, instead of simply taking all his money and then laughing at him—as he is enabled to do by the fact that the preliminary legal expenses involved in compelling the vendor to deliver the article that has been bought and paid for are beyond the reach of the ordinary humble investor. Among all these chances the position of the individual who takes up a time-payment allotment is about as dangerous as that of a heretic in the Middle Ages or an experimentalist who baits on the tail of a tiger.

In New South Wales, at all events, the person who receives in one slice the few who are allowed to secure money by false pretences with absolute impunity. The dull, dusty phenomenon in the office is himself an almost sufficient evidence of the dishonesty of his calling, for he is much too numerous to be supported by the humble pretence which is supposed to fall to his lot. The land-jobber may mortgage his land to one individual and at the same time sell it on the instalment plan to another, but though he takes all the latter's savings he is in no way compelled to use the money in clearing off the mortgage. He may simply appropriate both the mortgage money and the purchase money, and then go insolvent, which can the mortgagee takes everything, and the buyer loses all his little pile, and has no redress. The seller, of course, knows that the unpaid mortgage must foreclose; he knows also that the weak and confiding speculators who are tolling to pay the purchase money of their quarter-acre allotments will never get anything in return; and as he takes their coin through a long series of years under the promise that they will receive a legal title in exchange, which promise he deliberately makes of no account, he thereby obtains money by false pretences, and the law is bound to enforce the earnings of the industrious and provident classes all through the best years of their lives, and then reduces them to ruin in their old age; he softly absorbs the savings of the household bread-winner, and when that victim has lived and died in the endeavour to make some provision for his family he leaves the widow and the orphans to be thrown out by the mortgagee. He is many degrees baser and more heartless than the three-card man or the totalisator fiend, and he compares badly with the ordinary gambler. But the law is made by the State, and this miserable fraud is strictly protected by statute. If he were allotted seven years penal servitude like any other common swindler, more than one prominent politician whom the world has heard name would now be pounding road-metal under Government supervision.

The remedy for this astonishing state of things is sufficiently simple. Every individual selling land on the instalment plan should be required to deposit the deeds in the Titles Office, and to furnish the buyers with a certificate from that office stating he is free from all encumbrance. There would be no hardship in this, for the land once sold—the seller could not possibly want the deeds, save for purposes of fraud; and he could make as possible profit out of them by any honest process. They cease, in fact, to belong to him from the moment the sale is effected, and no individual can claim to trade off a property, and still keep it in his own hands. Any attempt to sell land on the instalment plan while a mortgage remains upon it, or to sell it without depositing the deeds, should be treated as a felony. If the vendor requires immediate accommodation, he can mortgage the unpaid instalments, to any extent he pleases; in other words, he will be at liberty to hypothecate his own interest, but will no longer be permitted to trade off interests that are not his own. The man who sells land would then be placed on the same footing as the person who sells any other material substance; he would be required to deliver the article for which he had received payment, and any attempt to obtain payment on a false pretence of making delivery would be treated in the same way as are false pretences in general. It is a small thing to ask that a landowner should not be allowed to sell the same article to two different buyers, and take the value from each of them. But so far, the legal element in the Legislature has shown itself strongly opposed to any change. The barrier, as another variety of common swindler who is authorised to take retailers under the false pretence of doing work which he does not do, or to sell a naturally sympathetic buyer has taken no effectual steps to guard either of them. But of late the land-lustre of the land has become too great a burden. The old, mysterious property agent in his murky, infested office was an incubus, but at the worst he was a small and humble figure, and he did his trade in a small and humble fashion; but the insolvent "banker" and building societies, and the big landowners of recent years—who are the same murky individuals on a larger and more splendid scale—have intimidated the law, and the case is becoming every day more urgent.—*Sydney Bulletin*.

#### Co-day's Advertisements.

WOODYEAR'S AUSTRALIAN CIRCUS.



THE POPULAR EVENING RESORT.

FIRST GRAND CHANGE OF PROGRAMME.

EVERYTHING NEW. EVERYTHING NEW.

THE JAPS OUTDONE.

VICTOR VALAZIE'S GREAT SHOULDER PERCH.

LITTLE ETHEL'S DARING TRAPEZE ACT.

F. SCHADEL'S HURRICANE HURDLE ACT.

Signor BYSACK'S AERIAL RINGS, AND OTHER CHOICE ACTS FROM OUR EXTENSIVE REPERTOIRE.

THE CIRCUS WILL BE OPEN EVERY EVENING.

PRICES OF ADMISSION:—

Boxes of 6 Chairs ..... \$9.00

Single Chair in Box ..... 1.50

Dress Circle Chairs ..... 1.00

Stalls, Carpeted Seats ..... .50

Plt ..... 30

Children, Soldiers and Sailors in uniform, to Plt 20 cents. Half-price to all other parts except boxes.

SATURDAY AFTERNOON

GRAND MATINEE,

Doors open at 2.30, commencing 3.30 p.m.

Look out for Professor VALAZIE'S Drop from the Clouds.

MADAME WOODYEAR, Proprietors.

W. HARLAND, General Agent.

S. REICH, Business Manager.

Hongkong, 27th January 1892.

THEATRE ROYAL, CITY HALL.

ONE-NIGHT ONLY.

POSITIVELY THE LAST NIGHT AND THE ONLY NIGHT.

M O N D A Y,

the 1st February.

PROFESSOR S. S. BALDWIN'S BUTTERFLY COMPANY.

Owing to a sharp attack of illness, (haemorrhage of the throat) Professor Baldwin, unable to appear last night (Tuesday), the Company will however appear next Monday night for one night only (as they sail for America on the following day), when Mrs. Baldwin's great Clairvoyance will be given and a new programme. See future Advertisements.

Secure Reserved Seats at Messrs. Kelly & Walsh, Ltd.

#### NOTICE.

MR. JOHANN GEORG LUDWIG M. SCHROTER has this day been authorised to sign the name of our Firm.

MEYER & Co. Hongkong, 26th January, 1892.

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA, VIA INLAND SEA.

THE Steamship.

"RADNORSHIRE," Captain F. Davies, will be despatched as above on FRIDAY, the 5th February.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 27th January, 1892.

#### FOUND.

A SMALL WHITE TOY DOG, with light brown ear marks. Wore red collar. Particulars on application to "HONGKONG TELEGRAPH" OFFICE. Hongkong, 27th January, 1892.

CHINESE NEW YEAR BANK HOLIDAY.

In accordance with Ordinance No. 6 of 1875 the Undermentioned BANKS will be CLOSED for the Transaction of Public Business on SATURDAY next, the 30th Inst.

For the CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.

JOHN THURBURN, Manager, Hongkong.

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

T. H. WHITEHEAD, Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

F. DE BOVIS, Chief Manager.

For the NEW ORIENTAL BANK CORPORATION LIMITED.

E. W. RUTTER, Manager.

For the COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.

L. GLENAT, Acting Agent.

For the BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED, HONGKONG.

DE WESTLEY LAYTON, Secretary.

For the NATIONAL BANK OF CHINA LIMITED.

GEO. W. F. PLAYFAIR, Chief Manager.

Hongkong, 26th January, 1892.

#### Amusements.

WAIT FOR IT. WATCH FOR IT. THE BIG SHOW.



THE P. T. BARNUM SHOW of the Eastern Continent.

HARMSTON & SONS (LATE OF CHIARINI'S CIRCUS).

GREAT LONDON OLYMPIC, ROMAN HIPPODROME, and AMERICAN WILD WEST SHOW.

Since our advent in the East we have met shows in our line from South Africa, Australia, &c. WHEN WE COME THEY GO.

MDLE. LE BLONDE'S COURIER OF ST. PETERSBURGH

In which act this ARTISTE rides and drives more Horses in our Hippodrome track than other SO CALLED CIRCUSES possess in their entire Stud.

NO SELF TAUGHT PERFORMERS IN THIS COMBINATION.

But boys and girls taken at the proper age and put under Competent Masters of their Art.

The result being nothing BUT FINISHED ARTISTES.

WAIT! KEEP YOUR MONEY FOR THE BIG SHOW.

THERE YOU WILL GET VALUE.

35 S P L E N D I D H O R S E S 35 PERFORMING ELEPHANTS

40 LADY AND GENTLEMEN ARTISTES. GENUINE AMERICAN COWBOYS. NORTH AMERICAN INDIANS

SEARMAN'S TROUPE OF DOGS.

A FEW OF OUR ARTISTES' NAMES. Mlle. Le Blonde.

The world's premier Equestrienne, Mlle. Rosina, MDLE. JENNIE, and May Murray.

GEO. HARMSTON, CHAMPION OF CHAMPIONS. ARIZONA CHARLEY.

KING OF THE LASSO. Woodward Bro's Kings of the Carpet.

GILBERTO THE GREAT. Fanny Little Charley.

THE MIDGETS. Frank, Willie, Johnny and George.

BRAINS AND CAPITAL MUST COME OUT ON TOP.

TWO LARGE ARENAS The whole exhibition given under the LARGEST TENTS ever erected.

OPENING DATE, JAN. 29TH.

WAIT FOR IT, DON'T BE GULLED.

CHAS. B. HICKS, Manager. ROBERT LOVE, Business Manager.

Hongkong, 23rd January, 1892.

Intimations.

CUSTOMS NOTIFICATION. No. 43.

THE CHINESE NEW YEAR HOLIDAYS will be observed at this Office and the Kowloon Customs Stations, from the 29th of the 1st moon to the 6th day of the 1st moon, at 4 a.m. (5th January to 4th February) and during that period all Shipments, Discharges, and Examination of Cargo will be suspended.

J. MCLEAVY BROWN, Commissioner of Customs for Kowloon & District.

Custom House, Kowloon, 20th January, 1892.

SEQUAH SPEAKS.

To the Halt and the Lame; To the Incumbles; To those whom Doctors have failed to relieve; To those whose life is a misery on account of suffering and pain;

ONCE DAILY, at 5.30 p.m.

WEST POINT, opposite

THE GODOWN CO.'S WHARF.

SEQUAH'S OFFICES, 113, Praya West.

Hongkong, 19th January, 1892.

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY, Hongkong, 24th June, 1891.

THE PUBLIC SYMPATHISERS FUND.

NOTICE TO SYMPATHISERS.

As there appears to be some misunderstanding respecting subscriptions to the above Fund I have to state that I shall be happy to receive any sum which friends, sympathisers and supporters of Mr. F. FRASER-SMITH may feel disposed to contribute towards defraying the damages and costs incurred by the defendant in the recent libel suit, *Mitchell v. Fraser Smith*.

CHESNEY DUNCAN, Hongkong, 25th January, 1892.



## Commercial.

**LATEST QUOTATIONS.**  
 Hongkong and Shanghai Bank, 163 per cent. prem., sales and buyers.  
 The National Bank of China, Ltd.—on £3.10 paid up, 80 per cent. dis., sellers.  
 The Bank of China, Japan & the Straits, Ltd.—90 per share, sales and buyers.  
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares, 285 per share, sales and buyers.  
 Chinese Imperial Loan of 1884—R—21 per cent. premium, sellers.  
 Chinese Imperial Loan of 1884—C—2 per cent. premium, buyers.  
 Chinese Imperial Loan of 1886—E—14 per cent. premium.  
 Union Insurance Society of Canton—\$90 per share, sellers.  
 China Traders' Insurance Company—\$61 per share, buyers.  
 North China Insurance—Tis. 255 per share, sales and buyers.  
 Canton Insurance Company, Limited—\$102 per share, buyers.  
 Yangtze Insurance Association—\$102, buyers.  
 On Tai Insurance Company, Limited—Tis. 150 per share.  
 Hongkong Fire Insurance Company—\$315 per share, sellers.  
 China Fire Insurance Company—\$90 per share, sellers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$35 per share, sales and buyers.  
 China and Manila Steam Ship Company—38 per share, sellers.  
 Indo-China Steam Navigation Company, Limited—25 per cent. discount, sales and buyers.  
 Douglas Steamship Company—\$37 per share, sales and buyers.  
 The Steam Launch Co., Limited—nominal.  
 Hongkong and Whampoa Dock Company—\$87 per cent. premium, sellers.  
 Geo. Fenwick & Co., Limited—\$14 per share, sellers.  
 Hongkong Hotel Company—\$50 per share, sellers.  
 Hongkong Hotel Co.'s Six per cent. Debentures—\$50.  
 The Austin Arms and Building Company, Limited—\$8 per share, buyers.  
 The Peak Hotel and Trading Co., Limited—nominal.  
 The Shamien Hotel Co., Limited—\$10, sellers.  
 Punjion and Sungle Doo Samanatan Mining Co.—\$4 per share, buyers.  
 The Rand Gold Mining Co., Limited—70 cents per share, buyers.  
 Imuris Mining Co., Limited—\$84 per share, sales and buyers.  
 The Balmoral Gold Mining Co., Limited—\$1 per share, nominal.  
 Tonquin Coal Mining Co.—\$325 per share, sellers.  
 The Jebeul Mining and Trading Co., Limited—\$48 per share, buyers.  
 The Selama Tin Mining Co., Limited—40 cents per share, sellers.  
 London and Pacific Petroleum Co., Ltd.—£10 sellers.  
 China Sugar Refining Company, Limited—\$174 per share, sellers.  
 Luzon Sugar Refining Company, Limited—\$56 per share, buyers.  
 A. S. Watson & Co., Limited—\$19 per share, buyers.  
 Crickbank & Co., Limited—nominal.  
 Hongkong Dairy Farm Co., Limited—\$7 per share, sales and buyers.  
 The Kowloon Land Investment Co., Limited—\$10 per share, buyers.  
 The Hongkong Land Investment Co., Limited—\$10 per share, sales and buyers.  
 The West Point Buildings Co., Limited—\$23 per share, buyers.  
 The Labuk Planting Co., Limited—\$2 per share, sales.  
 The China-Borneo Co., Limited—nominal.  
 H. G. Brown & Co., Limited—\$35 per share, sales and buyers.  
 Hongkong and Kowloon Wharf and Godown Company—\$64 per share, buyers.  
 Hongkong Rope Manufacturing Company, Limited—\$117 per share, sales and buyers.  
 Hongkong Gas Company—\$120 per share, nominal.  
 Hongkong Ice Company—\$80 per share, sellers.  
 Hongkong and China Bakery Company, Limited—\$75 per share.  
 The Hongkong Brick and Cement Co., Limited—\$10 per share, nominal.  
 The Green Island Cement Co.—\$14 per share, sellers.  
 The Hongkong Electric Light Co., Limited—\$44 per share, buyers.  
 The Hongkong Steam Laundry Co., Limited—\$4 per share, nominal.  
 The Hongkong High-Level Tramway Co., Limited—\$50 per share, sellers.

## MAILS EXPECTED.

**ON LONDON—Bank, T. T. 2/11 1/2**  
 Bank Bills, on demand 2/11 1/2  
 Bank Bills, at 4 months' sight 3/0  
 Credits at 4 months' sight 3/0 1/2  
 Documentary Bills, at 4 months' sight 3/0 1/2  
**ON PARIS—**  
 Bank, T. T. 2/11 1/2  
 Credits, at 1 month's sight 2/3  
 On India, T. T. 2/11 1/2  
 On Demand 2/20 1/2  
**ON SHANGHAI—**  
 Bank, T. T. 2/11 1/2  
 Private, 30 days' sight 7/2 1/2

## MAILS EXPECTED.

**THE ENGLISH MAIL.**  
 The P. & O. S. N. Co.'s steamer *Miraspora*, with the outward English mail, left Singapore on the morning of the 25th instant, and may be expected here on the 30th.

**THE FRENCH MAIL.**  
 The Messageries Maritimes Co.'s steamer *Caledonia*, with the next French mail, left Saigon on the 26th instant, and may be expected here on the 30th.

**THE AMERICAN MAIL.**  
 The P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c., from San Francisco to the 31st ultimo, left Yokohama on the 23rd instant, and may be expected here on the 29th.

**THE AUSTRALIAN MAIL.**  
 The P. & A. S. S. Co.'s steamer *Catterthun* left Port Darwin on the 20th instant, and may be expected here on the 29th.

**THE CANADIAN MAIL.**  
 The Canadian Pacific Steamship Co.'s steamer *Empress of India*, with the next Canadian mail, from Vancouver, leaves Yokohama, to-morrow for Kobe, Shanghai and Hongkong.

## STEAMERS EXPECTED.

The Ben line steamer *Benlawers*, from Antwerp and London, left Singapore on the 19th instant, and is due here on the 26th.

The China Shippers' Mutual S. N. Co.'s steamer *Opaka*, from London and Liverpool, left Singapore on the 24th instant, and is due here on the 31st.

## Shipping.

The steamer *Radenstree* left Singapore on the 26th instant, and is expected here on the 31st.

The P. & O. S. N. Co.'s steamer *Shanghai* left Hongkong on the 22nd instant, and may be expected here on the 10th proximo.

The P. & O. S. N. Co.'s steamer *Brindisi* left London for this port on the 17th instant.

**ARRIVALS.**  
 GLENAYON, British steamer, 1,011, A. G. Jacobs, 26th Jan.—Amoy 25th Jan., Tea—Jardine, Matheson & Co.  
 PERA CHOM KLAO, British steamer, 1,011, J. Fowler, 26th Jan.—Pekalongan 8th Jan., and Sourabaya 14th, Sugar—Butterfield & Swire.  
 E-SANO, British steamer, 1,127, Payne, 27th Jan.—Canton 27th Jan., General—C. M. S. N. Co.  
 NINGPO, German steamer, 762, R. Kohler, 27th Jan.—Shanghai 23rd January, General—Stemmen & Co.  
 KWEILIN, British steamer, 1,088, A. Vandin, 27th Jan.—Java 15th Jan., Sugar—Butterfield & Swire.  
 DROT, Norwegian steamer, 2,089, H. Hansen, 27th Jan.—Kutchinotru 21st Jan., Coal—Mitsui Bussan Kaisha.  
 HAIPHONG, French steamer, 874, Fauran, 27th Jan.—Haiphong 24th January, and Holhow 26th, General—Messageries Maritimes.  
 PAMAT AZOVA, Russian cruiser, 6,500, Captain Bauer, 27th January, Nagasaki 23rd January.  
 HAIPHONG, British steamer, 1,122, J. Lewis, 27th Jan.—Swatow 26th Jan., General—D. Laiprak & Co.

**CLEARANCES AT THE HARBOUR OFFICE.**  
 Lysal-moon, German steamer, for Shanghai.  
 E-ang, British steamer, for Swatow.

**DEPARTURES.**  
 January 26, *Smith*, Chinese str., for Swatow.  
 January 26, *Oranien*, British troopship, for Singapore.  
 January 26, *Paoting*, British str., for Canton.  
 January 26, *Taitung*, British str., for Canton.  
 January 27, *Chefoo*, British str., for Canton.  
 January 27, *Arday*, British str., for Saigon.  
 January 27, *Adith*, Danish steamer, for Haiphong.  
 January 27, *Lien-shing*, British str., for Swatow.  
 January 27, *Yangist*, French str., for Saigon, &c.  
 January 27, *Lydia*, German steamer, for Singapore.  
 January 27, *Glenayles*, British steamer, for Shanghai.  
 January 27, *Ly-al-moon*, German steamer, for Shanghai.

**PASSENGERS—ARRIVED.**  
 Per *Glenayon*, str., from Amoy.—Mr. and Mrs. Jordan and 3 children, and 15 Chinese.  
 Per *Ningpo*, str., from Shanghai.—Mr. Dwyer, and 13 Chinese.  
 Per *Haiphong*, str., from Haiphong, &c.—Mr. Thomas, and 8 Chinese. From Holhow—15 Chinese.  
 Per *Haiphong*, str., from Swatow.—4 Chinese.

**DEPARTED.**  
 Per *Yangist*, str., from Hongkong for Saigon.—Mr. and Mrs. Philippe, and Mr. S. Mathis. For Singapore.—Mr. Meigs. For Colombo.—Mr. T. P. Newson. For Massellie.—Messrs. Bolton, S. Kemon, J. Durnberger, and J. Davidson. From Shanghai for Saigon.—Messrs. Olivier, Fabre, and Mancondit. From Yokohama.—Mrs. Cecil Trotter and servant, Messrs. de Bouillame and Barret. For Colombo.—Mr. Hammond. For Massellie.—Mrs. Egerton, and Mr. Catols.

**REPORTS.**  
 The British steamship *Kweilin* reports that she left Java on the 15th instant. Experienced fine weather throughout the voyage.  
 The British steamship *Glenayon* reports that she left Amoy on the 24th instant at 4 p.m. Had dull foggy weather all the way from Amoy, with heavy rain at times, and smooth water with variable winds.  
 The British steamship *Haiphong* reports that she left Swatow on the 26th instant. Had light variable air and dense fog to Pedro Blanco thence to port had light westerly breeze and cloudy weather. In Swatow the steamships *Choysang* and *Chang-chew*.

## Post Office.

**A MAIL WILL CLOSE.**  
 For Saigon.—Per *Duranton* to-morrow, the 28th instant, at 1.30 P.M.  
 For Swatow, Amoy, and Tamsui.—Per *Ningpo* to-morrow, the 28th instant, at 2.30 P.M.  
 For Shanghai.—Per *E-ang* to-morrow, the 28th instant, at 2.30 P.M.  
 For Manila.—Per *Wuchang* to-morrow, the 28th instant, at 3.30 P.M.  
 For Shanghai.—Per *Ly-al-moon* to-morrow, the 28th instant, at 5.00 P.M.  
 For Haiphong.—Per *Clara* to-morrow, the 28th instant, at 5.00 P.M.  
 For Manila and New York.—Per *Glenay* on Friday, the 29th instant, at 11.30 A.M.  
 For Manila.—Per *Yitang* on Friday, the 29th instant, at 11.30 A.M.  
 For Singapore, Penang, and Calcutta.—Per *Lightning* on Friday, the 29th instant, at 3.00 P.M.  
 For Shanghai, Kobe, Yokohama, Victoria, and Vancouver.—Per *Empress of China* on Tuesday, the 30th Feb., at 11.30 A.M.  
 For Europe, &c., India via Bombay.—Per *Malwa* on Thursday, the 30th Feb., at 11.00 A.M.  
 For Nagasaki, Kobe, and Yokohama.—Per *Verona* on Friday, the 30th Feb., at 11.30 A.M.  
 For Yokohama and San Francisco.—Per *City of Peking* on Tuesday, the 30th Feb., at 10.30 P.M.  
 For Europe, &c., &c.—Per *Bayern* on Saturday, the 13th Feb., at 2.00 P.M.

## SHIPPING IN HONGKONG.

**STEAMERS.**  
 CROW-CHOW-FOO, German steamer, 706, P. Clausen, 19th Jan.—Manila 10th Jan., General—Melchers & Co.  
 CHUAN, German steamer, 623, W. Wendi, 16th Jan.—Holhow 15th Dec., Ballast—C. M. S. N. Co.  
 CLARA, German steamer, 675, H. Island, 24th Jan.—Haiphong 22nd January, General—Stemmen & Co.  
 DEUTERON, German steamer, 1,197, W. Dietz, 22nd Jan.—Mol 16th January, Coal—Stemmen & Co.  
 EMPRESS OF CHINA, British steamer, 2,007, Henry Pybus, 9th Jan.—Vancouver 12th Dec., Yokohama 9th January, and Shanghai 7th, Mails and General—Doddwell, Carrill & Co.

## HONGKONG—STEAMERS.

**Continued.**  
 FAME, British steamer, 117, Captain McIsaac, Hongkong Government tender.  
 FORTUNE, British steamer, 509, W. Davis, 26th Jan.—Shanghai 2nd Jan., and Swatow 12th, General—Douglas Laiprak & Co.  
 LIGHTNING, British steamer, 2,124, J. G. Spencer, 26th Jan.—Calcutta 7th Jan., Penang 14th, and Singapore 17th, Opium and General—D. Sassoon, Sons & Co.  
 LOO SOK, British steamer, 1,020, A. Benson, 19th Jan.—Samarang 9th Jan., Sugar—Yuen Fat Hong.  
 MINOR, British steamer, 825, A. Dorf, 25th Jan.—Sandakan, via Kudat, and Singapore 26th Jan., Timber and General—Butterfield & Swire.  
 PERA NANO, British steamer, 1,021, W. H. Watton, 23rd Jan.—Nagasaki 18th Jan., Coal—Yuen Fat Hong.  
 PICCOLA, German steamer, 875, E. Haas, 17th Jan.—Holhow 16th Jan., General—Melchers & Co.  
 PILOT FISH, British steamer, 161, A. Stopani, Hongkong and Whampoa Dock Co.  
 PROSPERITY, British steamer, 1,387, Farrand, 12th Jan.—Java 4th January, Sugar—Butterfield & Swire.  
 SIDA, NORWEGIAN, Danish steamer, 506, E. Suncson, 12th January, a cruise 8th Jan.—G. N. Telegraph Co.  
 SUBSIX, British steamer, 1,622, H. F. Holt, 15th Jan.—Portland, via Victoria, and Mol 10th Jan., Flour and Matches—Gibb, Livingston & Co.  
 TAVIT, British steamer, 1,349, Wm. Waring, 23rd Jan.—Haiphong 20th Jan., Sugar and General—Doddwell, Carrill & Co.  
 VIKING, German steamer, 630, Johansson, 11th Dec.—Mol 11th December, General—Stemmen & Co.  
 WHAMPOA, British steamer, 1,009, Clegg, 31st Jan.—from Samarang, Sugar—Butterfield & Swire.  
 WUCHANG, British steamer, 804, G. Vallack, 26th Jan.—Manila, via Amoy 19th Jan., General—Butterfield & Swire.  
 YIKRANG, British steamer, 879, T. R. Galeworthy, 26th Jan.—Manila, via Amoy 21st Jan., General—Jardine, Matheson & Co.

## SAILING YACHTS.

ARON, Norwegian bark, 634, A. Christensen, 22nd Nov.—Singapore 16th Oct., Timber—Kwong Moon Yee.  
 AURORA, British bark, 205, O. Wagener, 8th Jan.—Singapore 23rd Nov., General—Chinese.  
 COLOMA, American bark, 870, C. M. Noyes, 2nd Jan.—Portland, Oregon 31st Oct., Spars and Lumber—Order.  
 ELKORNIK, Chinese bark, 457, Examme Opium (don't bulk, Specimen), Island—Chinese Customs.  
 GOV. ROBIN, American ship, 1,627, A. Nichols, 10th Nov.—New York 7th July, Kerosene Oil—Order.  
 JOSEPHUS, American ship, 1,450, Smithwick, 10th Nov.—New York 14th August, Kerosene Oil—Order.  
 KATI F. TROP, British bark, 1,097, A. G. Banks, 16th Jan.—New York 1st August, Kerosene Oil—Order.  
 L'AVENIR, British bark, 351, J. H. Borstel, 6th Jan.—Albany 9th October, Sandalwood—Order.  
 MARTHA DAVIS, American bark, 832, Pendleton, 24th Dec.—Honolulu 29th Nov., Oil—Shewan & Co.  
 NAM-SHUN-SHING, Chinese 3-m. schooner, 245, Lee Lik Tong, 25th Sept.—Tientsin 8th Sept, Wood—Kong Ke.  
 R. R. THOMAS, American ship, 1,133, P. B. Nichols, 6th Dec.—New York 14th July, Kerosene Oil—Jardine, Matheson & Co.  
 STANLEY, British bark, 570, J. Clark, 25th Jan.—Bangkok 5th Jan., General—Melchers & Co.  
 VICTORY, British bark, 401, R. Martin, 19th Dec.—Honolulu 5th November, Ballast—Chinese.

## Intimations.

**DENTISTRY.**  
**FIRST CLASS WORKMANSHIP**  
**AND MODERATE FEES.**  
**M. R. WONG TAI-FONG,**  
 Surgeon Dentist,  
 (Formerly styled Apprentice, and latterly assistant to Dr. ROGERS),  
**HAS REMOVED**  
 TO  
 THE BANK BUILDINGS,  
 QUEEN'S ROAD,  
 (above Messrs. Dakin Bros. of China, Ltd.),  
 CONSULTATION FREE.  
 Hongkong, 27th July, 1891. [305]

**CHS. J. GAUPP & CO.,**  
 CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.  
 CHARTS AND BOOKS.  
 NAUTICAL INSTRUMENTS.  
 Sole Agents for the highest Prizes at every Exhibition, and for Voltaire and Sob's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.  
 No. 25, QUEEN'S ROAD, CENTRAL. [364]

**記 YUNG KEE & Co.,**  
 FROM SHANGHAI.  
**EXECUTE PAINTING, Colour washing, Polishing, Decorating and Ornamenting Rooms and Walls, French Polishing, &c., &c.**  
**Furniture and Cabinet Makers.**  
 Have just completed contracts and received satisfactory Testimonials from Victoria Hotel, Kowloon Club, Spanish Consulate, &c., &c.  
 No. 25, LYNHURST TERRACE, HONGKONG.  
 Hongkong, 19th December, 1891. [1523]

**REDUCTION IN PRICE!**  
**NEW YEAR PRESENTS.**  
**WATERBURY WATCHES**  
 (MOST RELIABLE AND ACCURATE TIME-KEEPERS.)  
**E SERIES**  
 is now offered for a dollars 50 cents each.

**GENTLEMEN'S J SERIES @ \$4.75 EACH.**  
**LADIES' L**  
 Inspection is respectfully invited.  
**MITSUBI BUREAU KAISHA,**  
 3, Queen's Road, Central.  
 Hongkong, 12th December, 1891. [1190]

## Mails.

**U. S. MAIL LINE.**  
**PACIFIC MAIL STEAMSHIP COMPANY**  
 THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

**PROPOSED SAILING FROM HONGKONG.**  
*City of Peking*.....Tuesday 9th Feb.  
*China*.....Wednesday 23rd Mar.

**THE U. S. Mail Steamship**  
**"CITY OF PEKING"**  
 will be despatched for SAN FRANCISCO, via YOKOHAMA, on TUESDAY, the 9th Feb., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

**RATES OF PASSAGE.**  
 From Hongkong, First-class.  
 To San Francisco (Vancouver), Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., &c. \$225.00  
 To Liverpool and London.....325.00  
 To Paris and Bremen.....345.00  
 To Havre and Hamburg.....335.00  
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

**RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.**

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	291.50
St. Louis, Mo.	292.50	299.00
St. Paul, Minn., Minneapolis, Minn.	292.50	299.00
Chicago, Ill.	292.50	299.00
Milwaukee, Wis.	292.50	299.00
Cincinnati, Ohio	302.50	309.00
Columbus, Ohio	304.25	304.25
Detroit, Mich.	304.25	304.25
Cleveland, Ohio	306.55	306.55
Toronto, Canada	309.55	307.45
Pittsburg, Pa.	310.25	307.00
Niagara Falls, N.Y., Buffalo, N.Y.	310.25	307.00
Washington, D.C., Baltimore, Md.	317.00	311.75
Montreal, Canada	317.75	313.00
Philadelphia, Penn.	319.75	312.50
New York	319.75	312.50
Boston, Mass.	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months.....\$337.50  
 12 months.....\$393.75  
 Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare.

*This allowance does not apply to through fares from China and Japan to Europe.*

Through Bills of Lading issued for transportation to Yokohama and other Japan ports, to San Francisco, to Atlantic and inland cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 3 P.M. same day.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.  
 Hongkong, 23rd January, 1892.

**Intimations.**  
**NOTICE.**  
**JAY'S SANITARY COMPOUNDS**  
**COMPANY, LIMITED.**  
**JAY'S WOOD PRESERVER OR**  
**ANTISEPTIC PAINT.**

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and Large Orders.  
 Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says  
 "It is the best Disinfectant in use."  
 W. G. HUMPHREYS & Co.,  
 Bank Buildings,  
 Hongkong, 19th Jan., 1892. [6]

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